

STATE OF MARYLAND
DEPARTMENT OF STATE POLICE

MARYLAND VEHICLE THEFT PREVENTION COUNCIL

Why should I watch my car?



2001 ANNUAL REPORT

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Governor

KATHLEEN KENNEDY-TOWNSEND
Lt. Governor

COLONEL DAVID B. MITCHELL
Chairman

W. RAY PRESLEY
Executive Director

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MARYLAND VEHICLE THEFT PREVENTION COUNCIL 2001 ANNUAL REPORT

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The Vehicle Theft Prevention Council consists of thirteen members appointed by the Governor. The Council includes representatives of law enforcement, prosecutors' offices, automobile insurers, state government, and the general public.

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Carrier Representative

Mary Ann Viverette
Chief of Police, Gaithersburg Police Department
Local Law Enforcement Representative

MARYLAND VEHICLE THEFT PREVENTION COUNCIL

2001 ANNUAL REPORT
TO THE GOVERNOR AND LEGISLATURE OF THE STATE OF MARYLAND
DECEMBER 2002



MARYLAND



"Watch Your Car"
Program

FOR MORE INFORMATION, PLEASE CONTACT

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December 1, 2002

The Honorable Parris N. Glendening
Governor
State of Maryland
State House
100 State Circle
Annapolis, Maryland 21401

Dear Governor Glendening:

The Vehicle Theft Prevention Council is pleased to present its 2001 Annual Report. This represents the Council's eighth year of service to the citizens of the State of Maryland.

After five consecutive years of significant decline, Maryland has experienced increases in vehicle theft for the past two years. A two million dollar reduction in 2001 funding resulted in the elimination of certain key programs and reduced funding levels for critical vehicle theft prevention programs that were maintained. This severe curtailment in resources was reflected in fiscal 2001 vehicle theft statistical data. However, 2001 statistics still reflect a 27% reduction in vehicle theft rates (per 100,000 vehicle registered) since the Council was established in 1994. This decline represents an economic savings of \$30,000,000 and an enhanced level of public safety and quality of life for Maryland citizens.

The success we have experienced has been accomplished through a comprehensive partnership and a statewide strategy that embraces public awareness, law enforcement, prosecution and juvenile intervention as its primary components. An independent "Impact Evaluation" of the Council's programs predicted that absent the Council's intervention in 1994, vehicle theft would have continued to escalate.

The staggering cost of vehicle theft in terms of lost property and criminal enterprise remains a real concern. Vehicle theft is the most significant property crime in the nation. It is also a "quality of life" crime that affects all citizens regardless of social or economic status. The Council remains committed to its charter of not only reversing the vehicle theft trend, but to continue to manage the problem in the future.

Sincerely,

Colonel David B. Mitchell
Chair

VEHICLE THEFT PREVENTION COUNCIL

A SUCCESSFUL EXPERIMENT 1994-2001

Vehicle theft in Maryland increased 143% from 1983 (15,688) to 1994 (38,194.) Nationally vehicle theft rose 51% during the same period of time. In response to rapidly escalating vehicle theft rates, the 1994 General Assembly created the Vehicle Theft Prevention Council (Council) and Vehicle Theft Prevention Fund (Fund) to centralize, consolidate, and coordinate vehicle theft prevention planning and funding capabilities.

The Council and Fund was initially established under Article 41 of the Annotated Code as a Unit within the Department of Public Safety and Correctional Services with a "Sunset Provision" of 7/1/97. Because of positive results this sunset date was extended by the 1997 General Assembly until 7/1/ 2000 and the Council transferred to the Department of State Police (Article 88B, Section 72-75.) In April 2000, the General Assembly extended the Sunset Provision to July 1, 2003. This Bill was signed into law by Governor Glendening on 5/11/ 2000

Consistent with enabling legislation the Council has developed and implemented a Plan of Operation and a statewide vehicle theft prevention strategy that encompasses public awareness/prevention/education, juvenile intervention, law enforcement, and prosecution.

Since its inception, the Council has awarded over sixteen million dollars for vehicle theft prevention programs to various organizations consistent with the statewide strategy. These programs have been concentrated in eight jurisdictions in the Baltimore/Washington corridor which historically experiences 93-95 percent of the vehicle thefts in Maryland.

A statewide public awareness campaign has resulted in more than 80,000 vehicle theft prevention radio and television advertisements being broadcast by approximately 124 radio and eight television stations. A 1998 statewide

telephone survey (Mason/Dixon) indicated that 72% of citizens surveyed were exposed to the campaign and 30% of the respondents indicated that they took action to prevent vehicle theft as a result of the exposure.

In 1997 the Council successfully organized the Maryland Anti-Car Theft Committee (A.C.T.) as a private sector partner. Membership consists of major automobile insurance carriers in Maryland and other vehicle related industries. The A.C.T. Committee is formally incorporated in Maryland as a 501(c3) non profit organization and has contributed over \$350,000 toward public awareness, vehicle theft training programs, and direct law enforcement support thereby, enhancing the Council's efforts.

In 1998 the Council received a \$200,000 Federal Grant to implement the "Watch Your Car" Program in Maryland. "Watch Your Car" is a National Vehicle Theft Prevention Program that allows police to stop vehicles anywhere in the United States that are displaying a special "Watch Your Car" decal between the hours of 1:00 - 5:00 A.M. to determine if the vehicle is stolen. The program is totally voluntary and at no cost to participants. There are currently over 25,000 motorists registered in the Program. In May 2001 the Council received a Supplemental "Watch Your Car" Grant in the amount of \$240,000.

After five consecutive years of significant decline, vehicle theft has increased the past two years . During the 2001 legislative session, Council funding was reduced by \$2,000,000. This necessitated the elimination of certain programs and significant reductions in funding of those critical programs that were retained. This severe curtailment of resources was reflected in a 16% increase in 2001 vehicle theft totals. The 2002 legislature restored this funding, However, critical reserves were lost in funding priority programs in 2001.

1995 was the first year of Council intervention, therefore, 1994 is used as a base year for statistical correlations. Through 2001, the most verifiable evidence of Council program achievements are:

g 27% reduction and vehicle theft rates. (Thefts per 100,000 registered vehicles)

g 13% reduction in total thefts. This equates to 5000 fewer stolen vehicles and an economic savings of approximately \$30,000,000.

g 22% reduction in carjacking. (2000 UCR Carjacking Statistics)

g As of 1/1/2002, with the exception of Prince George's County, every jurisdiction receiving Council funding since 1995 has realized reductions in vehicle theft. Of significance is the following: -47% reduction in Howard County, -47% in Baltimore County and -40% in Baltimore City. The Baltimore reduction has been the direct result of the formation of the Baltimore Regional Auto Theft Team in 1995 with Council funding. Because of Washington, D. C. interjurisdictional influences, vehicle theft in Montgomery and Prince George's Counties present different problems. Through 1999 Montgomery County had achieved a 21% decrease, however, They have lost this gain over the past two years. Vehicle theft in Prince George's County has increased 44% since 1994. The majority of this gain has been over the past two years with a 58% increase. 81% of the statewide increase in 2001 occurred in Prince Georges County.

Washington, D. C. has the highest vehicle theft rates in the nation per capita (100,000 pop.) However, as a result of a 1998 Council initiative, the Washington Area Vehicle Enforcement Team (WAVE) based on the Baltimore Regional Auto Theft Team concept, became operational 4/24/2000. WAVE is an interjurisdictional task force concept of Prince George's County and Montgomery County Maryland, Maryland State Police, F.B.I., Washington Metropolitan Police Department, and Arlington and Fairfax, Virginia Police Departments.

In 1994 55% (4126) of all vehicle theft arrests were juveniles. In 1999 this number had dropped to 41%. Most significant was reductions in Baltimore City where the Department of Juvenile Justice implemented the most comprehensive program with the assistance of Council funding. In 1995, of 687 vehicle theft arrests made by the Baltimore R.A.T.T., 311, or 55% were juveniles. In 2001 the juvenile rate had dropped to 188 or 17% out of 1102 arrests. However, the Department of Juvenile Justice Program was eliminated in 2001 because of the loss of

\$2,000,000 in funding. 2001 UCR statistics reflects that the statewide juvenile arrest rate has risen to 46%. (Baltimore R.A.T.T. - MD UCR)

g From 1995 through 2001, eight vehicle theft investigation units have been responsible for the recovery of 8727 vehicles valued at approximately \$57,000,000 and the arrest of over 8700 auto thieves. Five of these investigation units did not exist prior to Council funding. At a cost of approximately 10 million dollars over an eight year period, this represents a 5.5 to 1 return on the Council investment.

g In 1994 Maryland ranked 5th in the nation in vehicle thefts per capita (per 100,000 pop.) In 1999 Maryland had fallen to 10th. However, in 2001, Maryland had reclaimed the 5th position nationwide. In terms of total thefts, Maryland ranks 14th in the nation. (2001 FBI UCR)

g From January 1998 to January 2000, the top ten automobile insurance carriers in Maryland representing approximately 82% of the market share have filed for comprehensive rate adjustments with the Maryland Insurance Administration. Vehicle theft is covered under the comprehensive portion of the automobile insurance policy. These adjustments range from a high of -25.7% by State Farm which is the largest carrier with approximately 20% of the market share, to a low of -4.7% by Liberty Mutual which has approximately two percent of the market share. Absent an in-depth actuary analysis, as to what factors effected this rate reduction, we can assume that a reduction of 12,000 stolen vehicles with an economic savings of \$72,000,000 over that period of time certainly had some influence on this action. (1999 VTPC Annual Report)

g An independent evaluation of the effectiveness of the Council was conducted by the University of Baltimore, Schaefer Center for Public Policy in 1996 and updated in 2000. This report concluded that there was a definite correlation between Council intervention and declining vehicle theft rates. In fact, analytic data predicted that absent the Council's intervention in 1995, vehicle theft rates would have continued to rise at pre-1994 levels.

The decline in Maryland vehicle theft rates since 1994 and the University of Baltimore independent evaluation strongly suggests that the Council has been successful in providing

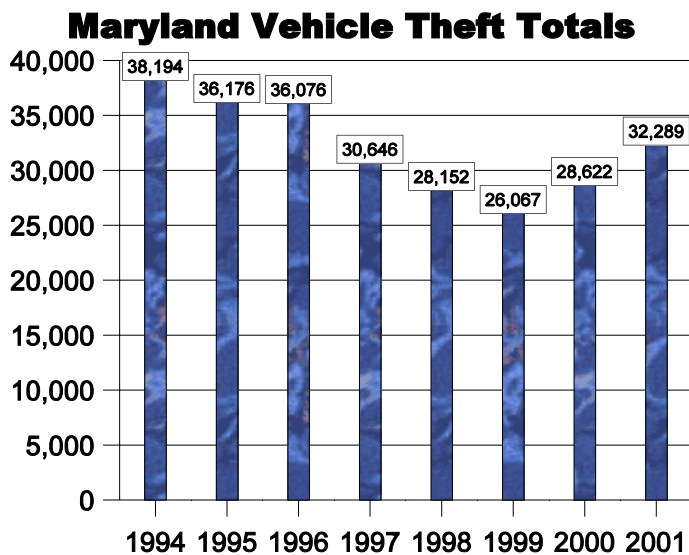
vehicle theft prevention resources to state and local jurisdictions whose efforts, in turn, have proven successful. Loss of funding and vehicle theft increases in 2001 substantiates this evaluation. Continued funding is an absolute priority to reverse the current vehicle theft trend and to manage the problem in the future.

NOTE: During the 2001 legislative session, The Vehicle Theft Prevention Fund was reduced by \$2,000,000. Although this funding was restored effective FY 2003, loss of continuity and elimination of certain programs will impact the Council's ability to timely regain the initiative to offset the 2001 increases. In the near future continued Council funding is an absolute necessity to preserve and enhance successful programs and to develop future innovative programs.

NATURE AND EXTENT OF VEHICLE THEFT IN MARYLAND

After five consecutive years of significant decline, Maryland has experienced a 26% increase in vehicle theft since 1999. In 1999 Maryland had a total of 26,067 vehicle thefts, a decrease of 32% over 1994. Total thefts rose to 28,622 in 2000 representing an increase of 2,555 stolen vehicles. 2001 reflected another increase of 4,667 stolen vehicles. In economic terms this increase is significant. Based on the \$6107 UCR average price of a stolen vehicle, this increase in thefts translates to an economic impact of 28,501,369 to Maryland citizens. However, since the intervention of the Vehicle Theft Prevention Council in 1994, there has been 4905 fewer thefts in Maryland. Using the same estimated UCR value, this equates to an approximate economic savings of \$30,000,000.. This represents a significant increase in economic loss over the past two years. In terms of vehicle theft rates (per 100,000 vehicles registered) this represents a 27% decrease since 1994.

The Nature of Vehicle Theft



Vehicle theft is primarily a crime of opportunity. Victims often fail to employ even the most modest precautions to deter theft. Frequently, victims either do not lock the vehicle, leave the vehicle with the keys in the ignition, or occasionally, both. Several surveys indicate that many cases of vehicle theft result from such carelessness. Surveys by the Baltimore Regional Auto Theft Team (RATT), continues to show that 25-30 percent of recovered

stolen vehicles had the key in the car at the time of their recovery.

The Prince George's County Police Department Violent Crime Clearinghouse had similar, though even more dramatic findings. Approximately 32 percent of criminal incident reports surveyed mentioned that the key was found in the recovered vehicle. The Montgomery County Police reported similar findings. Thus, the perpetrators often steal a vehicle with little effort.

Perpetrators

Auto theft can best be understood by the perpetrator's motivations. Thefts can be distributed into three distinct groups. In most cases, vehicles are stolen either for the resale and distribution of parts, for transportation purposes, or for the commission of other crimes. Of these three factors, the greatest threat to Maryland citizens is the destruction of vehicles for parts. The operation of "chop shops" allows for the complete destruction of vehicles often resulting in a total loss for the owner. In the other two instances; transportation purposes, and the use of vehicles to commit other crimes; the destruction of the vehicle is generally not as certain.

The 2001 Maryland UCR provided final arrest statistics for vehicle theft. In comparing 2000 to 2001 data, arrests for vehicle theft decreased six percent, from 4888 in 2000 to 4623 in 2001. The perpetrators, according to the 2001 UCR, were 88 percent male and 12 percent female; with 25 percent being white, 74 percent African American, and less than 1 percent Asian or American Indian. It is further noteworthy that 46 percent of those arrested for vehicle theft were juveniles.

Location of Theft

Historical data indicates that vehicle thefts often occur in two distinct areas that conform to a time frame. In most circumstances, thefts occur either in residential areas in the late evening and early morning hours, or in commercial areas in the mid-day hours. In both cases, the perpetrators easily elude observation.

Recovery & Vehicle Theft

Often, the location of the recovery provides law enforcement officials with valuable information on the nature of the crime. In rural areas, vehicles are often abandoned in fields. Vehicles left in suburban and urban areas generally are found on the street, as if parked. In 2001, 68 percent of reported stolen vehicles were recovered. This rather substantial recovery rate suggests that most vehicle theft instances are related either to transportation purposes or to the use of a vehicle to commit other crimes.

Types of Vehicles Stolen in Maryland

Although vehicle theft is primarily a crime of opportunity, perpetrators often favor particular makes and models. The following list ranks, according to information received by the Maryland Vehicle Theft Prevention Council, the ten most common vehicles stolen in the area of occurrence.

Baltimore Metro Area

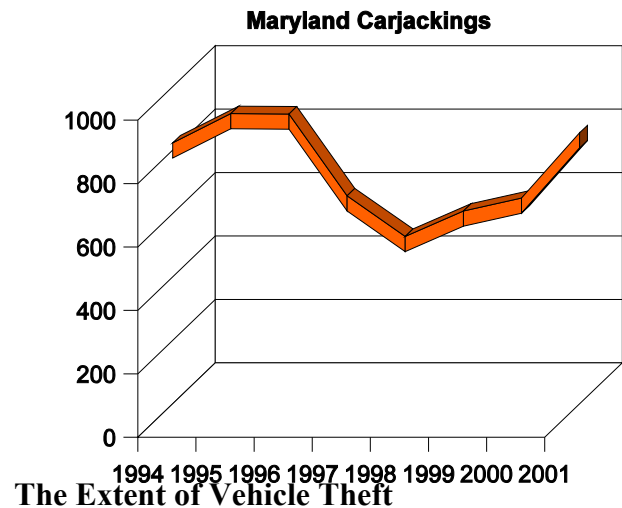
- 1) Dodge/Ply Neon
- 2) Dodge Caravan
- 3) Honda Accord
- 4) Jeep Cherokee
- 5) Plymouth Voyager
- 6) Chevrolet Cavalier
- 7) Plymouth Acclaim
- 8) Dodge Spirit
- 9) Toyota Camry
- 10) Honda Civic

Washington Metro Area

- 1) Toyota Camry
- 2) Honda Accord
- 3) Dodge Caravan
- 4) Chevrolet Caprice
- 5) Dodge Stratus
- 6) Dodge Neon
- 7) Dodge Intrepid
- 8) Nissan Maxima
- 9) Oldsmobile Cutlas
- 10) Dodge Voyager

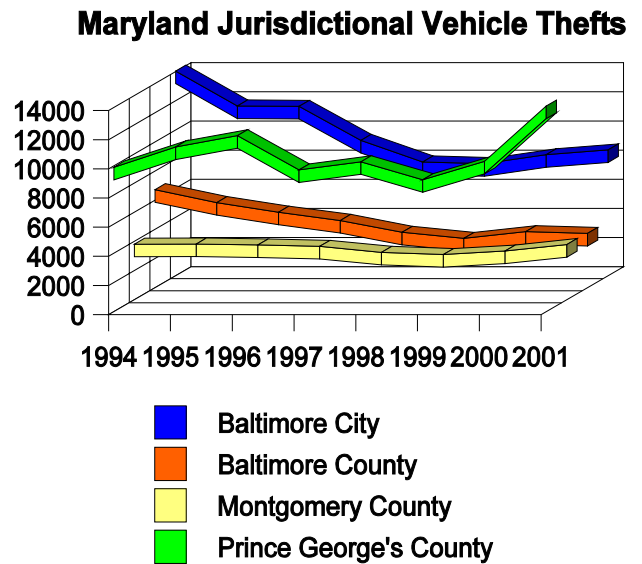
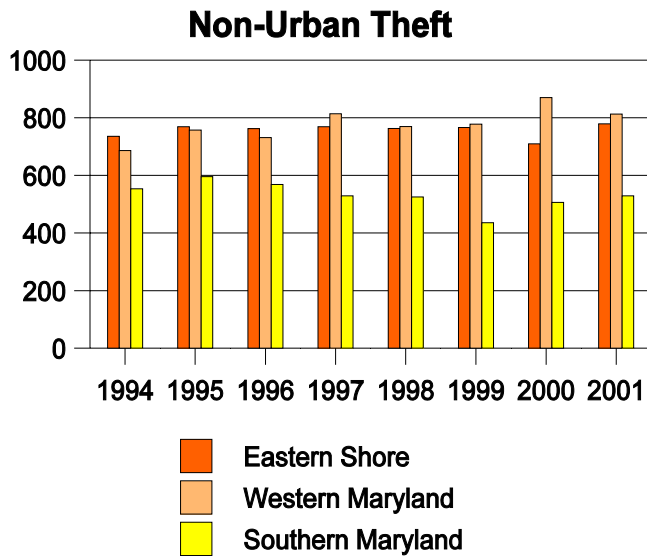
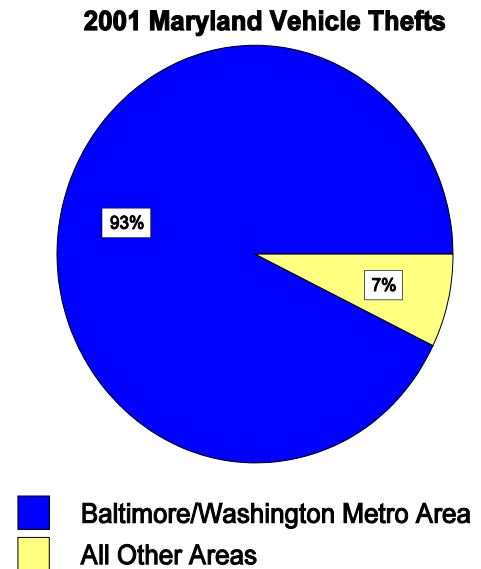
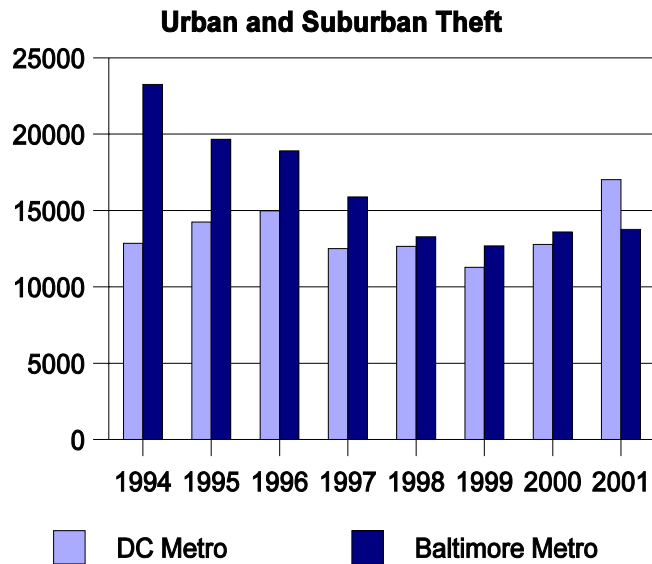
Motor Vehicle Robbery

Carjacking, or motor vehicle robbery, increased in 2001 by 32 percent. From 1994 through 2000 carjacking decreased by 22 percent while vehicle theft decreased by 26 percent during the same period. Statistically there appears to be a direct correlation between increase/decrease of auto theft and carjacking. The nature of vehicle theft and vehicle robbery differ drastically. Where vehicle theft is a crime of opportunity, vehicle robbery presents the perpetrator with intense personal involvement with the victim. However, after four years of significant decline, it should be noted that there has been a dramatic increase in carjackings the past two years.



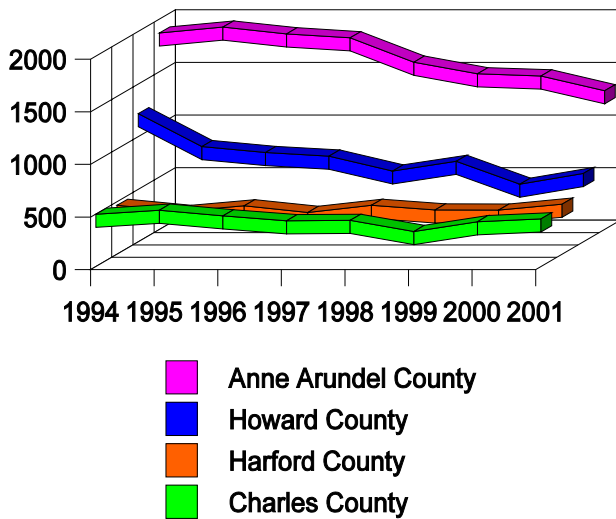
As previously stated, vehicle theft increased 16% overall when compared to 2001 data. In the Washington, DC Metropolitan area, vehicle theft increased 33%. The Baltimore Metropolitan area experienced a 2 percent increase in vehicle thefts. The Baltimore Metro area had seen consistent declines in vehicle theft over the past few years. The Washington Metro area has been struggling, over the past several years to maintain a decline in vehicle thefts. In 2001 there was an increase of 4,667 stolen vehicles statewide: 91%, or 4238 of these thefts occurred in Prince George and Montgomery Counties. Prince George's County had an increase of 38% or 3,789 stolen vehicles, Montgomery County had an increase of 449 vehicles or 15%.

As previously stated, the Baltimore Metro area has seen continued decreases in vehicle theft since 1994. The most dramatic decreases can be seen in Baltimore County, Baltimore City and Howard County. These three regions had decreases of 47, 40 and 47 percent respectively since the intervention of the Council in 1994. As part of the Baltimore Metro area, Anne Arundel County has experienced a 30% decrease, while Harford County has remained static.



With the exception of the Western region, non-urban areas reported increases in vehicle theft for 2001. Southern Maryland (Calvert, Charles, and St. Mary's counties) reported a 4% percent increase in vehicle theft. The Eastern Shore (Caroline, Cecil, Dorchester, Kent, Queen Anne's, Somerset, Talbot, Wicomico, and Worcester counties) reported a 11% percent increase. Western Maryland (Allegany, Carroll, Frederick, Garrett, and Washington counties) reported an decrease of 7 percent in 2001 compared to 2000.

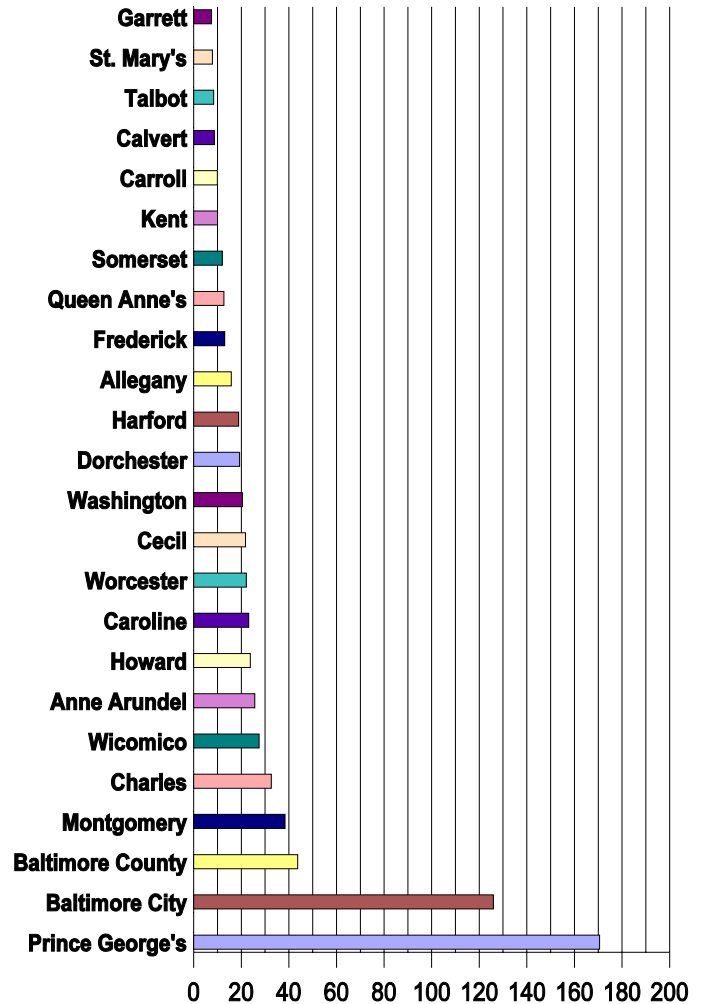
Maryland Jurisdictional Vehicle Thefts



Per Capita Analysis

In order to visualize the problem of auto thefts in Maryland, vehicle theft trends should be compared to population figures. In some jurisdictions where auto theft is less common, a modest increase in raw numbers can appear dramatic when expressed as a percentage. Listed below are the rankings of 2001 auto theft numbers as compared to the jurisdiction's population. (The most recent estimated population figures used here were as of 2000.) The theft rate compared to population can be broken down into eight tiers. The first tier includes Prince George's County, which had the highest amount of vehicles stolen when compared to population (123.28 for every ten thousand people). Baltimore City had the second highest number of vehicle thefts when compared to its population with 120.86 for every ten thousand people. The second tier of thefts declines significantly. Baltimore County had 45.31 auto thefts for every ten thousand people. The third tier of thefts includes three counties that border higher theft rate jurisdictions. Montgomery County had 33.25 thefts per ten thousand people and Charles County reported 30.29 thefts for every ten thousand residents and Anne Arundel County with 29.83 thefts per ten thousand people. The fourth tier includes Washington, Wicomico and Cecil counties which each had,

2001 Thefts Per Capita



respectively, per capita rates of 23.27, 22.81 and 22.55. The fifth tier of vehicle theft includes Worcester (20.64), and Howard (19.61) counties.

Per 10,000 population)

SOURCE: MSP UCR and 2000 Census Totals

The sixth tier of vehicle theft includes Allegany (16.55), and Harford (16.38) counties. The seventh tier encompasses the greatest number of counties. In descending order, they are as follows: Caroline (14.76), Somerset (14.17), Queen Anne's (13.58), Frederick (13.56), Dorchester (11.94), Garrett (10.73), and Talbot (10.65). The eighth, and final, tier includes Calvert (9.78), Carroll (9.41), St. Mary's (7.88), and Kent (6.80). On average, the state of Maryland had 54 thefts for every ten thousand citizens.

Vehicle Theft Compared To Other Crimes

The trends in vehicle theft during 2001 noted here can be compared to other forms of crime. On the whole, crime in Maryland increased 4 percent. For 2001, the vehicle theft rate in Maryland increased 16 percent. Since the Council's first programs were implemented in 1995, the motor vehicle theft rate has declined 27 percent. While the crime rate in Maryland has declined in all areas since 1995, (15%) the most significant decline has been in motor vehicle theft.

Conclusion

Vehicle theft continues to be a problem for Maryland. The most recent data, however, suggests that the problem, is again on the rise, while crime in general reflects a slight increase. Research has shown that vehicle thefts are committed in concert with other related crimes. As vehicle thefts decline, the opportunity to commit other related crimes also decreases. Thus, the decline in vehicle theft directly influences the State's total crime index.

STATEWIDE VEHICLE THEFT PREVENTION STRATEGIES

Four Part Approach

The Council has embraced a four-part programmatic approach based on efforts in other states which have proven effective in vehicle theft prevention.

Prevention/Education

Statistics estimate that in four out of five cases of auto theft, owners left the doors unlocked. In one out of five cases, keys were left in the ignition. Without prevention efforts and public support, law enforcement alone cannot effectively prevent vehicle thefts in Maryland.

Public education campaigns and prevention training programs can increase individual awareness of the cost of vehicle theft, provide tips for vehicle owners to prevent thefts, and demonstrate the savings that preventative measures yield. The Council encourages prevention programs that promote public awareness and provide public training in the preventative measures.

In an effort to assure maximum effectiveness and statewide coverage of a prevention campaign, the Council encourages programs covering multiple jurisdictions. Partnerships promoting vehicle theft prevention programs between local law enforcement agencies and community organizations are strongly promoted.

Law Enforcement/Detection/Apprehension

The council encourages detection and apprehension programs by specifically allocating funds to law enforcement agencies. Vehicle theft detection and apprehension programs include community involvement programs, detection training programs, and enhancements to information-gathering programs.

Vehicle theft often transcends jurisdictional boundaries; the Council, therefore, encourages law boundaries. An example of this is multi-agency vehicle theft enforcement teams. Multi-

jurisdictional efforts may include municipalities, counties, regions, and community organizations.

Prosecution/Adjudication/Conviction

Prosecution and conviction of automobile thieves is one of the most important means of breaking vehicle theft rings and reducing the economic incentives of vehicle theft.

In the past, the prosecution of vehicle theft cases had a relatively low priority at both local and state levels because of four factors: staffs were limited and consumed with prosecution of violent crimes, vehicle theft is a property crime as opposed to a personal crime, victims receive insurance compensation, and vehicle theft prosecutions are complex and expensive in comparison to resultant penalties. A special prosecutor to handle vehicle theft cases through both district and circuit courts is an effective method in achieving convictions.

The Council encourages prosecution and judicial programs designed to assist with the prosecution of persons charged with vehicle theft offenses, as well as efforts to implement legislative changes that facilitate the prosecution of vehicle thieves and forfeiture of their property.

Juvenile Intervention

Because of the large percentage of juveniles involved in auto theft, the Council will dedicate a percentage of funds to juvenile service agencies to develop programmatic initiatives with specific vehicle theft offense components. The funds will also be used to improve data collection to enhance research and analysis capabilities of juveniles involved in vehicle theft and related offenses.

Schools may be an effective setting for presenting special vehicle theft programs to large groups of young people. Current study data indicates a need to influence juveniles in both middle and high schools about the consequences of vehicle theft.

EVALUATION OF THE COUNCIL'S IMPACT

Enabling legislation mandated an evaluation of the effectiveness of the Vehicle Theft Prevention Council with a report to the Governor and General Assembly by November 1, 1996.

To maintain the highest element of objectivity and credibility, the Council contracted with an independent entity, the University of Baltimore's Schaefer Center for Public Policy, to conduct the evaluation.

The evaluation concluded the following:

- Conclusions are tentative because of the short period of time that the Council-funded programs have been in effect.
- Based on available evidence, the Vehicle Theft Prevention Council and Fund appear to be responsible for a decline in reported vehicle thefts.
- The Program appears to be cost effective.
- Public awareness/ prevention/ education appear to greatly impact vehicle theft trends.
- Funding for the Vehicle Theft Prevention Council should be continued.

The Council again evaluated the effectiveness of its program in 1999. The 1996 Report was updated by the University of Baltimore Schaefer Center for Public Policy. This Report concluded that there was a definite correlation between Council intervention and declining vehicle theft rates. In fact, analytic data predicted that absent the Council's intervention in 1995, vehicle theft rates would have continued to escalate.

FUTURE COUNCIL INITIATIVES

The Council's legislative mandate will automatically expire on July 1, 2003, unless the Maryland Legislature takes further action to extend the program. Based on the success of the Council's activities and the need to continue to deter vehicle theft and manage our gains, legislation will be introduced to extend the Council "Sunset" provision.

(Note: The 2002 General Assembly restored funding that was eliminated in 2001 and removed the "Sunset" provision)

Maryland Anti-Car Theft Committee

In 1997 the Council organized the Maryland Anti-Car Theft Committee (A.C.T.) as a public/ private partnership between the Council, automobile insurance carriers, and other vehicle related organizations.

The A.C.T. committee has been formally incorporated in Maryland as a 501(c3) nonprofit tax exempt organization.

The primary function of the A.C.T. Committee is to organize and fund various public awareness/ education/ prevention programs throughout Maryland, thereby enhancing and broadening the base of the Council's efforts.

The Council will continue to partnership with the ACT Committee in 2002. ACT is proposing to continue their statewide VIN etching campaign. This is a process where the vehicle's identification number (VIN) is etched into the vehicle's windows. VIN etching is known as an excellent form of vehicle theft deterrence and is offered as a "Free Service" by the ACT Committee.

The ACT Committee has also provided funding to the Montgomery County Police Centralized Auto Theft Team (CATT) to enhance their capabilities to access stolen car information more rapidly through portable lap top computers. They also partner with the Baltimore Regional Auto Theft Team (RATT) and provided funding to assist the startup of the Washington Area Vehicle Enforcement Team. (WAVE)

"Watch Your Car"

In October 1997, Maryland was awarded a Department of Justice, Bureau of Justice Assistance grant to launch the national "Watch Your Car" program. Maryland was one of the first seven states to be at the forefront of this national vehicle theft prevention program. The "Watch Your Car" initiative allows motor vehicle owners to voluntarily display a reflective decal on their vehicles to alert police that

the vehicle is not normally driven between the hours of 1 a.m. and 5 a.m. If the vehicle is observed being operated during these hours, the owner has consented to having the vehicle stopped by police anywhere in the United States. Police can then ensure that the vehicle is not stolen.

This program is totally voluntary and at no cost to the participants. Similar decal programs throughout the country have proven successful. In the past, however, a lack of uniformity in program hours and decal designs has limited its effectiveness. The national "Watch Your Car" program will remedy these problems; it brings uniformity to the concept. Police officers nationwide will come to recognize and understand the parameters and benefits of the "Watch Your Car" program so that it will not be limited by state and local boundaries.

This program was officially implemented in August of 1998. Currently, there are over 26,000 Maryland motorists registered in the program with 78 law enforcement agencies participating statewide. In 2000, the Council applied for, and received, Watch Your Car Supplemental Funding of \$240,000.00. This will continue the program through 2003. At that time, the objective is for the Council to assume responsibility of continued funding.

VEHICLE THEFT PREVENTION COUNCIL WEBSITE

www.mdautotheft.org

In furtherance of the Council's progressive actions, a website was developed and went online in January, 2000. The website is directed at providing vehicle theft prevention data and an interactive link to the public and numerous other vehicle theft prevention organizations nationwide. The website received over 70,000 hits during 2001 with 1521 motorists registering with the "Watch Your Car" Program online.

SUCCESS STORIES

Vehicle theft permeates other criminal offenses. The following investigations illustrate the extensive use of stolen vehicles in perpetrating other serious criminal offenses and how aggressive auto theft investigations are successful in the apprehension of violent criminal offenders and resolution of violent criminal offenses.

Baltimore Regional Auto Theft Team (R.A.T.T.)

Truck Theft U.S. vs. Blankenship; et al

In January 2001, 34 new truck engines were stolen from a trucking company in Baltimore. In February, the Baltimore Regional Auto Theft Team (R.A.T.T.) received information that four of these truck engines were recently sold in Delaware. Suspects were developed and an order made for truck engines by R.A.T.T. detectives. The suspect delivered six stolen truck engines to detectives in Delaware. The suspect also possessed four other stolen engines.

In cooperation with the F.B.I., R.A.T.T. conducted an undercover buy operation for eight more of the stolen engines in Philadelphia, PA. As a result, 34 of the stolen truck engines were recovered. Total value of recovered property was in excess of \$600,000. Case is being prosecuted by the U.S. Attorney in Baltimore.

Northwestern Chop Shops

A R.A.T.T. detective investigated a stolen 1995 Mercedes Benz SL500. Investigation revealed that this vehicle traveled from a salvage yard to body shops from Baltimore City to Anne Arundel County through a network of five different businesses. This is representative of professional car theft in the Baltimore Region. It often begins with insurance fraud. The vehicle travels from shop to shop as a shell game. The vehicle is finally crushed at another location. This car travelled through two repair shops and two salvage yards before being crushed. The vehicle owner received a \$40,000 pay-out from his insurance company. The investigation identified what

was referred to as a “round” of insurance fraud shops, where as many as 40 cars were disposed of prior to thefts being reported. One arrest has been made and others are pending.

Stolen Car/Shooting/Robbery

A R.A.T.T. detective located a stolen 1993 Oldsmobile Cutlass that was stolen the same day. The car was stopped and four occupants arrested. A fully loaded 7.62 assault rifle was found on the back floor board. Follow-up investigation revealed that the occupants were involved in a triple shooting and armed robbery that occurred earlier that day.

Stolen Car/Homicide/Multiple Shooting/Armed Robberies

In November, R.A.T.T. detectives located a stolen Honda Accord, upon stopping the car two suspects fled from the vehicle and the driver took off up an alley where he broadsided a marked patrol unit and fled on foot. Two of the suspects were captured and the third has been identified. Located on the floor of the vehicle was a loaded 9mm handgun with the serial number obliterated. The weapon was later determined to have been used in a homicide and five unsolved shootings involving street robberies in Baltimore County.

Montgomery County Centralized Auto Theft Team (C.A.T.T.)

U.S. vs Michael Milan

For 15 years Michael Milan was involved in a sophisticated vehicular insurance fraud scheme in the Metropolitan Washington, D.C. Area. This complicated scheme cost insurance companies and private citizens millions of dollars and significantly contributed to the rise in auto thefts in the area. The scheme usually involved a third party who did not want their vehicle. Milan would go to the jurisdiction where the car was registered and obtain a second vehicle title by fraudulent means. He would then sell the vehicle at fair market value and approximately 20

days after the sale, have the owner report the vehicle stolen and to file an insurance claim. The insurance company would pay the claim and often the unsuspecting buyer would end up having their vehicle confiscated when the fraudulent title was detected through the Motor Vehicle Administration or a law enforcement agency when they would go to register the vehicle or attempted to resell the vehicle. As a result of a comprehensive investigation by C.A.T.T., Milan pled guilty in Federal Court to numerous counts of fraud and is awaiting sentencing.

State of Maryland vs Donald Prendergast

Donald Prendergast was a career criminal from Canada and was wanted on two auto theft warrants in Montgomery County and suspected of numerous other vehicle thefts. C.A.T.T. detectives discovered that Prendergast was incarcerated in Canada and with the cooperation of the Montgomery County State’s Attorney’s Office, the U.S. State Department, and Royal Canadian Mounted Police, Prendergast was extradited to Montgomery County where he received a sentence of 3-5 years for felony auto theft. Such an extradition is rare for vehicle theft. It was only through the persistent efforts of C.A.T.T. detectives that case was successfully concluded and Prendergast extradited.

Howard County Auto Theft Unit

State vs Smith/Stanton

In January 2001, Howard County Auto Theft detectives initiated an investigation into a series of motor vehicle thefts from the Oakland Mills and Harpers Choice area of Howard County. The investigation led to a suspect who was subsequently arrested for vehicle theft. This arrest led to a second suspect who was believed to be involved in other vehicle thefts in Howard County. This suspect was arrested in a stolen vehicle. Both suspects confessed to over five vehicle thefts and numerous thefts from vehicles in the Columbia area of Howard County. Investigation is continuing.

Identity Fraud

Howard County Auto Theft detectives uncovered a complex network of "Identity Fraud" cases occurring in the Baltimore/Washington Metropolitan areas. Identity of individuals were assumed, mostly elderly or deceased, in order to obtain vehicle loans over the internet. The suspects then posed as the identity theft victim to purchase high end vehicles such as BMW SUV's and Lexus. Soon after the purchase, the vehicle is then sold to an unsuspecting citizen or area dealer with a fraudulent lien release. To date, two people have been arrested and vehicles valued at \$200,000 recovered. This case is being prosecuted in Federal Court.

Commercial Burglary/Stolen Vehicles

A Howard County Auto Theft detective assisted patrol in interviewing three suspects arrested in a stolen auto that was linked to a commercial burglary, as well as other stolen vehicles. Investigation led to the location of several other stolen vehicles and the arrest of a juvenile operating one of the stolen cars. Four arrests were made; a total of six vehicle thefts, two burglaries, and two thefts from vehicles were closed as a result. Trial pending.

Appendix A

MULTI-JURISDICTIONAL TASK FORCE OPERATIONS

Baltimore Regional Auto Theft Team (R.A.T.T.) Vehicle Theft Statistics

	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>
Baltimore County	6289	5406	4751	4185	3367	3199	3418	3297
Baltimore City	13,603	11,200	11,186	8856	7375	7258	7871	8199
TOTAL	19,898	16,606	15,937	13,041	10,742	10,457	11,289	11,496

Regional Auto Theft Team Accomplishments

	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>Totals</u>
Adults Arrested	376	423	551	702	877	1,053	914	4,896
Juveniles Arrested	311	272	281	125	84	156	188	1,417
Total Arrests	687	695	832	827	961	1,209	1102	6,313
Recovered Vehicles	342	474	598	564	707	902	816	4,403
UCR Value (\$ avg rec'y)	2,562,264	3,551,208	4,480,216	4,225,488	5,296,844	6,757,784	5,222,400	32,096,204

Other Statistical Accomplishments:

- < 124 arrests for carjacking since inception.
- < 82 arrests for handgun possession since inception.
- < 67 arrests for breaking and entering since inception.
- < 41 arrests for robbery since inception.
- < 6 people arrested for murder since inception.
- < 4 men arrested for rape since inception.
- < 15 people arrested for attempted murder since inception.
- < 188 people charged with possession or distribution of CDS since inception.
- < 6 men arrested for kidnapping.

From inception to 12/31/01

Appendix A (Continued)
Washington Area Vehicle Enforcement Auto Theft Task Force
Unit Accomplishments Since Creation in April 2000

<u>General Statistics:</u>	<u>2000</u>	<u>2001</u>	<u>Total</u>
Number of Subjects Arrested:	156	371	527
Number of Stolen Vehicles Recovered:	164	349	513
Number of Stolen Tags Recovered:	49	42	91
Number of Firearms Seized:	09	18	27
Amount of Heroin Seized:	20.0g	31.0g	51.0g
Amount of Cocaine Seized:	104.3g	204.2g	308.5g
Amount of Marijuana Seized:	37.6g	262.8g	300.4g
Number of Felony Warrants Served:	09	24	33
Number of Misdemeanor Warrants Served:	22	34	56
Carjacked Vehicles Recovered w/Arrest:	04	20	24
Total Value of Vehicles Recovered:	\$2,048,275	\$4,623,453	\$6,671,728

Appendix B (Continued)

Appendix B

SUMMARY OF GRANT RECIPIENTS FOR FISCAL YEAR 2002 (JULY 1, 2001–JUNE 30, 2002)

LAW ENFORCEMENT

Annapolis Police Department “Auto Larceny Education Reduces Thefts”

A highly motivated public education and awareness program directed at preventing and deterring vehicle theft.

FY 2002 Award: \$28,780

Anne Arundel County Police Department “Vehicle Theft Investigation, Prevention, Education, and Recovery (VIPER)”

A comprehensive vehicle theft investigation, prevention, education, and recovery project to effectively reduce the serious vehicle theft activity in the county.

FY 2002 Award: \$56,500

Baltimore County Police Department “Auto Theft Reduction Through Crime Analysis”

Identifies geographic areas with the highest rate of frequency of vehicle thefts to establish specific vehicle theft prevention programs and to evaluate the use of vehicle theft prevention devices.

Baltimore County Police Department “Cracking Down on Auto Theft”

Provides vehicle theft prevention and educational training, identifies repeat offenders, enhances prosecution, and establishes a multi-jurisdictional vehicle theft investigative task force with the Baltimore City Police Department.

FY 2002 Award: \$386,622

(Award includes both “Auto Theft Reduction through Crime Analysis” and “Cracking Down on Auto Theft” programs)

Charles County Sheriff’s Office “Charles County Sheriff’s Office Vehicle Theft Project”

Provides for a dedicated vehicle theft investigator, vehicle theft investigative training, and aggressive community prevention and education program.

FY 2002 Award: \$97,106

Department of Maryland State Police “Theft Reduction, Education, Enforcement and Support”

Provision of vehicle theft investigation and technical assistance to local law enforcement agencies, statewide vehicle theft enforcement program and operation of the vehicle theft Reward Program - 1-877-TELL-MSP

FY 2002 Award: \$114,954

District Heights Police Department “Reduce Auto Theft (R.A.T.)”

A prevention, education and enforcement program directed at reducing the incidence of vehicle theft in the City of District Heights located near the District of Columbia border.

Program Eliminated because of 2001 Budget Reduction

Harford County Sheriff’s Office “Auto Theft Unit”

Creates an Auto Theft Unit to concentrate on solving cases, building partnerships with surrounding area law enforcement agencies, conducting “chop shop” investigations, and providing intelligence information to patrol officers to plan pro-active patrols to reduce auto theft in the county.

FY 2002 Award: \$63,623

Howard County Department of Police “Howard County Interagency Collaboration on Vehicle Theft Reduction”

The formation of an interagency team dedicated to vehicle theft reduction by maximizing prevention, investigation, and prosecution efforts.

FY 2002 Award: \$148,534

Montgomery County Police Department “Vehicle Theft Enforcement and Prevention Project”

Implements a task-force approach to vehicle theft by creating a centralized vehicle theft investigative unit, encouraging prevention through public education, and proving crime analysis. This grant also provides for a Montgomery County Prosecutor’s Office to directly assist police efforts.

FY 2002 Award: \$402,650

Mount Rainier Police Department “Reduce Auto Theft (RAT) 2001”

An enforcement and education program concentrating on suppression and recovery of stolen motor vehicles.

Program Eliminated because of 2001 Budget Reduction

Prince George’s County Police Department “Vehicle Theft Abatement Program”

A high intensity initiative directed at reducing vehicle theft by utilizing police officers specially trained in vehicle theft working in identified “Hot Spot” areas to vigorously apprehend and prosecute vehicle thieves. Also employs an intense “vehicle theft prevention program” directed at public awareness and educating citizens to take precautions increasing and using vehicle theft prevention devices and to operate an automated system that notifies residents of a potential vehicle theft threat in their neighborhood and directly supports the WAVE Team.

FY 2002 Award: \$285,000

Appendix B (Continued)

University of Maryland, Baltimore Police Force “Theft From Vehicles Prevention Program”

A prevention and education program directed at making students and the community more aware of theft from vehicles and measures to prevent this crime.

Program Eliminated because of 2001 Budget Reduction

PROSECUTION

Baltimore City State’s Attorney’s Office “Operation VAN (Vehicle Analysis Network)”

Computer tracking and analysis of case prosecution of repeat vehicle theft offenders and direct support to police efforts.

FY 2002 Award: \$190,664

Baltimore County State’s Attorney’s Office “A Comprehensive Enforcement and Prosecution Project”

Intensive prosecution of repeat vehicle theft offenders and direct support to police efforts.

FY 2002 Award: \$97,647

Prince George’s County State’s Attorney’s Office “Education, Prevention, and Investigation of Car Crime (E.P.I.C.C.)

A comprehensive prosecution project that targets habitual offenders, assists investigators in case preparation, rigorously pursues victim restitution, seeks appropriate incarceration for vehicle theft offenders and analyzes trends and keeps vital statistics to monitor vehicle theft cases in Prince George’s County.

FY 2002 Award: \$27,570

OTHER AGENCIES

Department of Juvenile Justice “Intensive Supervision of the Baltimore City Juvenile Auto Theft Offender”

Identifies repeat juvenile vehicle theft offenders and provides for an intensive social intervention program.

Program Eliminated because of 2001 Budget Reduction

Maryland Community Crime Prevention Institute “Vehicle Theft Prevention Public Awareness Support”

Supports the Vehicle Theft Prevention Council’s public awareness campaign through the operation of the toll free hotline (1-800-96-THEFT) and distribution of brochures and other educational materials.

FY 2002 Award: \$15,000

Maryland / District of Columbia/Delaware Broadcasters’ Association “Statewide Outreach Media Campaign”

The creation, recording, dissemination, and broadcast of radio messages throughout the State which inform the Maryland motoring public of ways to prevent vehicle thefts, coupled with a research component that measures effectiveness of the messages and public perception of vehicle theft before, during, and after completion of the campaign.

Program Eliminated because of 2001 Budget Reduction

Maryland Motor Vehicle Administration “Anti Car Theft Prevention Project”

To implement a pilot program to determine the extent of forgery and fraud and to uncover forgery of foreign vehicle titling on a statewide basis.

FY 2002 Award: \$20,522

Northwest Citizens Patrol “Vehicle Theft Prevention Project”

Promotes education and crime prevention by focusing on both offenders and vehicle owners. Tactics include educating vehicle owners through marketing and community seminars and deterring offenders through aggressive cooperation with prosecutors and delaying parole of offenders.

FY 2002 Award: \$20,000

Vehicle Theft Prevention Council “Public Awareness Campaign”

Promotes action to lower rates of auto theft throughout the State by establishing the best possible media themes and methods to increase public awareness and to educate citizens in theft prevention measures.

Program Eliminated because of 2001 Budget Reduction

(NOTE: All FY 2002 Programs were funded at reduced levels because of 2001 budget reductions)

Appendix C

VEHICLE THEFT PREVENTION COUNCIL

GRANT AWARD ANALYSIS BY JURISDICTION - FISCAL YEARS 2000, 2001 & 2002

	FISCAL YEAR 2000 \$2,577,957.00 AWARDED	FISCAL YEAR 2001 \$2,530,423.00 AWARDED	FISCAL YEAR 2002 \$1,544,093.00 AWARDED	
ANNE ARUNDEL				
ANNE ARUNDEL COUNTY POLICE DEPARTMENT	\$79,053.00	\$56,500.00	\$45,200.00	
ANNAPOLIS CITY POLICE DEPARTMENT	\$28,780.00	\$28,780.00	\$23,006.00	
TOTAL	\$107,833.00	\$85,280.00	\$68,206.00	
% OF GRANT MONIES AWARDED	4.2%	3.4%	4.5%	
% OF VEHICLE THEFTS	5.4%	4.8%	3.7%	
% OF REGISTERED VEHICLES	10.5%	11.0%	10.7%	
BALTIMORE CITY				
BALTIMORE CITY POLICE DEPARTMENT	\$73,032.00			
BALTIMORE CITY STATE'S ATTORNEY	\$190,664.00	\$190,664.00	\$152,532.00	
* , , MD DEPARTMENT OF JUVENILE JUSTICE	\$212,793.00	\$212,793.00		*
NORTHWEST CITIZEN'S PATROL GROUP	\$25,000.00	\$25,000.00	\$20,000.00	
, , U/MD BALTIMORE POLICE FORCE	\$5,000.00	\$5,000.00		
TOTAL	\$506,489.00	\$433,547.00	\$172,532.00	
% OF GRANT MONIES AWARDED	19.6%	17.1%	11.2%	
% OF VEHICLE THEFTS	26.2%	27.4%	24.6%	
% OF REGISTERED VEHICLES	7.1%	6.4%	7.6%	
BALTIMORE COUNTY				
*** BALTIMORE COUNTY POLICE DEPARTMENT	\$386,622.00	\$386,622.00	\$309,298.00	
BALTIMORE COUNTY STATE'S ATTORNEY	\$92,647.00	\$97,647.00	\$78,188.00	
TOTAL	\$484,269.00	\$484,269.00	\$387,486.00	
% OF GRANT MONIES AWARDED	18.7%	19.1%	25.1%	
% OF VEHICLE THEFTS	11.9%	11.9%	10.0%	
% OF REGISTERED VEHICLES	15.4%	14.7%	14.2%	

Appendix C (continued)

GRANT AWARD ANALYSIS BY JURISDICTION - FISCAL YEARS 2000, 2001, & 2002

	FISCAL YEAR 2000 \$2,577,957.00 AWARDED	FISCAL YEAR 2001 \$2,530,423.00 AWARDED	FISCAL YEAR 2002 \$1,544,093.00 AWARDED
CHARLES COUNTY			
CHARLES COUNTY SHERIFF'S OFFICE	\$97,106.00	\$97,106.00	\$77,184.00
% OF GRANT MONIES AWARDED	3.7%	3.8%	5.1%
% OF VEHICLE THEFTS	1.3%	1.2%	1.1%
% OF REGISTERED VEHICLES	2.5%	2.6%	2.6%
HARFORD COUNTY			
HARFORD COUNTY SHERIFF'S OFFICE	\$63,623.00	\$63,623.00	\$50,898.00
% OF GRANT MONIES AWARDED	2.4%	2.5%	3.2%
% OF VEHICLE THEFTS	1.1%	1.2%	1.2%
% OF REGISTERED VEHICLES	4.5%	4.8%	4.6%
■ HOWARD COUNTY			
HOWARD COUNTY POLICE DEPARTMENT	\$148,533.00	\$148,534.00	\$118,821.00
% OF GRANT MONIES AWARDED	5.8%	5.8%	7.6%
% OF VEHICLE THEFTS	2.1%	1.6%	1.7%
% OF REGISTERED VEHICLES	4.9%	5.4%	5.1%
■ MONTGOMERY COUNTY			
MONTGOMERY COUNTY POLICE DEPARTMENT	\$402,650.00	\$402,650.00	\$322,000.00
% OF GRANT MONIES AWARDED	15.7%	15.9%	21.0%
% OF VEHICLE THEFTS	10.0%	10.0%	10.1%
% OF REGISTERED VEHICLES	16.1%	15.8%	15.8%
PRINCE GEORGE'S COUNTY			
PRINCE GEORGE'S COUNTY POLICE DEPARTMENT	\$285,000.00	\$285,000.00	\$194,480.00
PRINCE GEORGE'S COUNTY STATE'S ATTORNEY'S OFFICE	\$56,013.00	\$45,950.00	\$27,570.00
DISTRICT HEIGHTS POLICE DEPARTMENT	\$29,000.00	\$17,000.00	
MOUNT RAINIER POLICE DEPARTMENT		\$25,000.00	
TOTAL	\$370,013.00	\$372,950.00	\$222,050.00
% OF GRANT MONIES AWARDED	14.3%	14.7%	14.3%
% OF VEHICLE THEFTS	30.0%	35.0%	41.1%
% OF REGISTERED VEHICLES	14.1%	13.7%	13.3%

Appendix C (continued)

GRANT AWARD ANALYSIS BY JURISDICTION - FISCAL YEARS 2000, 2001, & 2002

	FISCAL YEAR 2000 \$2,577,957.00 AWARDED	FISCAL YEAR 2001 \$2,530,423.00 AWARDED	FISCAL YEAR 2002 \$1,544,093.00 AWARDED
MARYLAND STATE AGENCIES			
MARYLAND STATE POLICE-Auto Theft Unit	\$114,954.00	\$114,954.00	\$91,964.00
MARYLAND STATE POLICE-Motor Vehicle Division	\$50,000.00		
MD COMMUNITY CRIME PREVENTION INSTITUTE	\$13,500.00	\$15,000.00	\$12,000.00
MD MOTOR VEHICLE ADMINISTRATION		\$27,600.00	\$20,522.00
VEHICLE THEFT PREVENTION COUNCIL (PUBLIC AWARENESS COMMITTEE)	\$125,000.00	\$135,000.00	
TOTAL	\$303,454.00	\$292,554.00	\$124,486.00
% OF GRANT MONIES AWARDED	11.7%	11.5%	8.0%
MISCELLANEOUS			
MD/DC/DE BROADCASTERS' ASSOCIATION	\$150,000.00	\$150,000.00	
% OF GRANT MONIES AWARDED	5.8%	5.9%	

FISCAL YEAR 2002 FUNDING WAS REDUCED BY \$2,000,000 - AWARD MONIES CONSISTED OF COUNCIL REVERTED FUNDS, \$300,000 GRANT FROM MDOT, AND A \$420,000 GRANT FROM GOVERNOR'S OFFICE OF CRIME CONTROL AND PREVENTION. REDUCED FUNDING NECESSITATED PRIORITIZING CERTAIN PROGRAMS AT REDUCED FUNDING LEVELS AND ELIMINATION OF OTHER GRANTS.

* GRANT MONIES ARE DEDICATED TO JUVENILE VEHICLE THEFT INTERVENTION PROGRAMS EXCLUSIVELY IN BALTIMORE CITY.

** GRANT MONIES AWARDED TO COMMUNITY VEHICLE THEFT PREVENTIONS PROGRAMS IN BALTIMORE CITY.

*** INCLUDES GRANT MONIES TO SUPPORT THE BALTIMORE CITY/BALTIMORE CO. COMBINED REGIONAL AUTO THEFT TEAM (R.A.T.T.).

■ INCLUDES MONIES TO SUPPORT PROSECUTOR'S OFFICE.

g PRINCE GEORGE'S COUNTY STATE'S ATTORNEY'S OFFICE - FY-99 GRANT NOT EXPENDED — GRANT EXTENDED FOR FY-2000 — NOT PART OF FY-2000 GRANT AWARDS.

.. \$2,000,000 REDUCTION IN FUNDING RESULTED IN ELIMINATION OF GRANT.

Appendix D

Vehicle Theft Prevention Council Fiscal Summary

Fiscal Year 2002 (July 1, 2001–June 30, 2002)

Funding Available	\$1,670,000
Grant Awards	(1,544,093)
Administrative Costs (Projected)	(116,900) (7%)
Total Cash Disbursement (Projected)	(1,660,993)
Balance (Projected)	\$ 9,007

Administrative Budget Analysis

Technical and Special Fees	\$ 78,800
Communications	\$ 6,400
Travel	\$4,700
Contractual Services	\$ 21,000
Motor Vehicle Operations	\$ 3,000
Supplies and Materials	\$ 3,000
Equipment	<u>-0-</u>
 TOTAL	 \$116,900

Appendix E
PERCENTAGES BY JURISDICTION FOR 2001

Jurisdiction	Registered Vehicles	% of Total Registered Vehicles	Total 2001 Vehicle Theft	Jurisdiction's % of Total Thefts in the State	% of Registered Vehicles Stolen
ALLEGANY	63,242	1.5%	119	3.5%	.2%
ANNE ARUNDEL	466,923	10.7%	1,258	3.7%	.3%
BALTIMORE	619,129	14.2%	3,297	9.8%	.5%
CALVERT	75,016	1.7%	65	.2%	.1%
CAROLINE	34,058	.8%	67	.2%	.2%
CARROLL	152,396	3.5%	149	4.4%	.1%
CECIL	81,661	1.9%	186	.5%	.2%
CHARLES	113,810	2.6%	392	.1%	.3%
DORCHESTER	30,134	.7%	58	.1%	.2%
FREDERICK	197,452	4.6%	255	.7%	.1%
GARRETT	29,361	.7%	22	.06%	.1%
HARFORD	200,014	4.7%	414	1.0%	.2%
HOWARD	223,235	5.2%	588	1.5%	.3%
KENT	20,339	.5%	19	.05%	.1%
MONTGOMERY	684,702	15.8%	3,353	10.0%	.5%
PRINCE GEORGE'S	578,030	13.4%	13,670	41.0%	.3%
QUEEN ANNE'S	44,367	1.0%	51	.1%	.1%
ST. MARY'S	82,992	1.9%	68	.2%	.1%
SOMERSET	18,800	.4%	29	.08%	.2%
TALBOT	37,114	.9%	28	.08%	.1%
WASHINGTON	119,648	2.8%	268	.8%	.2%
WICOMICO	74,446	1.8%	231	.7%	.3%
WORCESTER	50,917	1.1%	102	.3%	.2%
BALTIMORE CITY	331,399	7.6%	8,199	24.0%	.3%
GRAND TOTALS	4,333,185	100	33,289	100	.8%

COUNTY	1994	1995	1996	1997	1998	1999	2000	2001	% CHANGE 1994-1995	% CHANGE 1995-1996	% CHANGE 1996-1997	% CHANGE 1997-1998	% CHANGE 1998-1999	% CHANGE 1999-2000	% CHANGE 2000-2001	% CHANGE 1994-2001
ALLEGANY	75	71	81	69	95	78	124	119	-5.30%	14.10%	#####	37.70%	#####	57.60%	-4.00%	58.60%
ANNE ARUNDEL	###	###	###	###	###	1,418	###	###	3.20%	-3.50%	-2.20%	#####	-7.00%	-1.40%	#####	-30.00%
BALTIMORE CITY	###	###	###	###	###	###	###	###	#####	-0.20%	#####	#####	-2.00%	8.40%	5.00%	-40.00%
BALTIMORE CNTY	###	###	###	###	###	###	###	###	#####	-12.10%	-11.90%	#####	#####	15.70%	-4.00%	-48.00%
CALVERT	48	52	70	52	69	89	73	65	8.30%	34.60%	#####	35.30%	22.00%	#####	-11.00%	35.40%
CAROLINE	38	42	48	39	56	65	44	67	10.50%	14.30%	#####	43.60%	14.00%	#####	52.00%	76.30%
CARROLL	169	184	170	170	181	165	142	149	8.90%	-7.60%	0%	6.50%	-9.00%	#####	5.00%	-11.80%
CECIL	160	176	140	173	126	153	194	186	10.00%	#####	23.60%	27.20%	15.00%	26.80%	-4.00%	16.00%
CHARLES	435	474	420	373	377	272	365	392	9.00%	-11.40%	-11.20%	1.10%	#####	34.20%	7.00%	-9.80%
DORCESTER	47	68	74	66	39	53	43	58	44.70%	8.80%	#####	#####	35.00%	#####	31.00%	23.40%
FREDERICK	258	267	239	230	213	252	265	255	3.50%	#####	-3.80%	-7.40%	18.00%	5.20%	-4.00%	-0.01%
GARRETT	32	35	19	26	25	25	32	22	9.40%	#####	36.80%	-3.80%	0.00%	28.00%	#####	-31.20%
HARFORD	403	345	399	336	403	359	358	414	-14%	15.70%	#####	19.90%	-11.00%	-0.50%	16.00%	2.60%
HOWARD	1,157	844	787	753	612	704	486	588	#####	-6.80%	-4.50%	#####	15.00%	#####	21.00%	-49.00%
KENT	17	31	8	19	28	17	13	19	82.40%	#####	137%	47.40%	#####	-24%	46%	1.10%
MONTGOMERY	###	###	###	###	###	###	###	###	0.50%	-1.70%	-2.60%	#####	-5.00%	8.90%	15.00%	-0.50%
PRINCE GEORGE'S	###	###	###	###	###	###	###	###	14.60%	7.10%	#####	6.00%	#####	15.00%	38.00%	44.20%
QUEEN ANNE'S	39	60	57	43	81	61	55	51	53.80%	-5.00%	#####	88.40%	#####	-9.80%	-7.00%	30.70%
SAINT MARY'S	70	70	78	104	79	75	68	68	0.00%	11.40%	30.80%	#####	0.50%	-9.30%	0.00%	-2.90%
SOMERSET	29	15	25	31	32	36	35	29	#####	66.70%	20.00%	6.70%	12.00%	-5.60%	#####	0.00%
TALBOT	54	52	58	61	36	43	36	28	-3.70%	11.50%	5.10%	#####	36.00%	#####	#####	-48.00%
WASHINGTON	152	200	222	319	256	258	307	268	31.60%	11.00%	43.70%	#####	0.10%	19.00%	#####	76.30%
WICOMICO	231	222	248	244	253	218	193	230	-3.90%	12.20%	-2.80%	4.50%	#####	11.50%	19.00%	-0.01%
WORCESTER	121	103	104	93	112	120	96	102	#####	1.00%	#####	20.40%	8.00%	#####	1.00%	-15.70%
STATEWIDE	114	134	122	131	151	112	221	401	17.50%	-9.00%	7.40%	15.30%	#####	97.30%	81.00%	251.70%
MARYLAND	###	###	###	###	###	###	###	###	-5.30%	-0.30%	#####	-8.20%	-7.00%	9.80%	16.00%	-12.80%
	Jurisdictions receiving Vehicle Theft Prevention Council assistance.															

	2001	Totals	2000	Totals	1999	Totals	1998	Totals	1997	Totals	1996	Totals	1995	Totals	1994	Totals
1	CA	204,033	CA	182,035	CA	168,480	CA	195,517	CA	228,722	CA	242,466	CA	280,479	CA	####
2	TX	102,667	TX	93,161	FL	93,191	FL	104,250	FL	107,195	TX	104,928	FL	111,320	NY	128,873
3	FL	89,917	FL	89,181	TX	92,037	TX	96,646	TX	101,721	FL	103,769	TX	104,923	FL	127,186
4	MI	53,607	IL	56,143	NY	58,261	NY	68,171	NY	79,697	NY	89,900	NY	102,596	TX	110,753
5	AZ	52,203	MI	55,724	MI	56,800	MI	58,338	MI	65,327	MI	67,203	IL	61,874	IL	66,218
6	IL	48,784	NY	54,231	IL	52,114	IL	52,932	IL	55,423	IL	58,077	MI	61,639	MI	62,304
7	NY	48,287	AZ	43,204	GA	40,120	OH	43,021	OH	45,419	PA	49,690	NJ	50,184	PA	54,153
8	OH	42,229	OH	39,026	PA	39,234	PA	42,668	GA	44,572	NJ	46,437	PA	49,817	NJ	52,164
9	WA	39,077	GA	38,702	OH	39,192	GA	42,538	PA	44,213	GA	46,215	AZ	48,830	OH	47,413
10	GA	37,589	PA	36,325	AZ	38,247	AZ	40,391	AZ	44,201	OH	45,528	OH	46,261	AZ	43,467
11	NJ	37,708	WA	35,018	NJ	35,357	WA	35,200	NJ	41,165	AZ	41,034	GA	43,809	MA	42,348
12	PA	35,713	NJ	34,151	WA	33,807	NJ	35,185	TN	33,742	MD	36,083	MA	36,716	GA	39,312
13	MD	32,025	MD	28,573	MA	25,628	MD	28,212	WA	31,855	TN	34,428	MD	36,179	MD	38,197
14	TN	28,272	TN	27,530	NC	25,577	TN	28,099	MD	30,668	MA	32,178	TN	34,086	TN	28,994
15	MO	28,014	MA	25,876	MD	25,447	MA	26,403	MA	29,452	WA	28,893	WA	30,087	WA	28,743
16	MA	27,828	NC	25,266	TN	25,255	NC	24,616	MO	26,517	LA	27,480	IN	27,023	MO	27,038
17	NC	24,647	MO	24,695	MO	22,984	MO	24,466	LA	26,374	IN	24,817	LA	25,984	LA	26,219
18	LA	21,687	LA	21,270	LA	21,695	LA	23,661	IN	25,099	NC	24,566	MO	25,199	IN	25,011
19	IN	21,499	IN	21,090	IN	20,290	IN	21,187	NC	24,442	MO	23,992	NC	22,350	OR	21,764
20	CO	20,994	VA	17,813	VA	17,953	VA	18,355	OR	19,280	VA	18,608	OR	22,050	NC	21,342
21	VA	18,842	CO	16,961	CO	14,795	OR	17,262	VA	18,892	MN	17,923	VA	19,363	CT	20,167
22	MN	15,031	SC	15,207	SC	14,445	CO	16,087	MN	17,869	WI	17,846	WI	18,626	WI	18,321
23	OR	14,842	WI	14,636	WI	13,819	SC	15,948	CO	16,107	OR	17,013	CT	17,692	VA	18,289
24	SC	14,760	OR	13,932	OR	13,633	MN	15,366	SC	15,755	CT	16,022	OK	16,272	OK	15,461
25	WI	14,722	MN	13,432	MS	13,532	AL	14,871	WI	15,640	OK	15,939	MN	15,741	CO	14,365
26	NV	14,702	NV	13,172	MN	13,275	WI	14,210	PR	15,623	SC	15,849	AL	14,741	MN	14,355
27	PR	12,643	CT	13,099	AL	13,134	NV	13,766	AL	15,407	AL	15,632	CO	14,520	AL	14,000
28	AL	12,619	PR	12,976	NV	13,094	OK	13,565	OK	14,644	CO	15,206	SC	14,157	SC	13,184
29	OK	12,569	AL	12,809	OK	12,132	CT	12,705	CT	14,541	NV	11,194	NV	11,405	NV	11,065
30	CT	12,378	OK	12,348	CT	11,297	NM	10,767	NV	13,220	KY	10,142	DC	10,193	MS	10,810
31	MS	9,473	KY	9,274	KY	8,631	MS	9,322	NM	12,407	DC	9,975	KY	10,003	KY	8,558
32	KY	9,344	NM	7,341	NM	8,126	KY	8,573	KY	9,694	NM	9,973	MS	9,723	KS	8,383
33	KS	7,985	MS	6,968	UT	7,382	UT	7,700	MS	9,328	MS	9,527	NM	8,647	NM	8,350
34	DC	7,670	AR	6,932	AR	6,664	AR	7,187	UT	9,144	UT	8,572	KS	8,299	DC	8,261
35	AR	7,320	DC	6,600	DC	6,652	DC	6,501	AR	7,938	AR	7,855	HI	8,199	AR	7,726
36	NM	7,137	KS	6,496	KS	6,048	KS	5,988	DC	7,569	HI	7,157	AR	8,082	HI	6,383
37	HI	6,743	UT	6,461	NE	5,440	IA	5,974	IA	6,682	KS	6,388	UT	7,592	NE	6,236
38	UT	6,513	HI	6,114	IA	5,135	NE	5,788	KS	6,491	NE	5,643	IA	6,332	UT	5,689
39	NE	6,490	IA	5,374	HI	4,660	HI	5,594	HI	6,468	IA	5,449	NE	5,752	RI	5,183
40	IA	5,505	NE	5,230	RI	4,032	RI	3,829	NE	5,541	RI	4,597	RI	4,364	IA	5,096
41	RI	5,043	RI	4,665	WV	3,762	WV	3,390	RI	4,195	WV	3,231	AK	3,151	AK	3,275
42	WV	3,216	WV	3,315	DE	3,043	DE	3,186	DE	3,718	DE	3,148	WV	3,040	WV	3,274
43	DE	2,779	DE	3,151	AK	2,658	AK	2,607	WV	3,287	AK	2,992	DE	2,970	DE	2,945
44	AK	2,618	AK	2,350	ID	1,898	ID	2,282	AK	2,784	MT	2,248	ID	2,815	MT	2,450
45	ID	2,389	NH	2,148	MT	1,896	MT	2,014	ID	2,429	ID	2,229	MT	2,680	NH	2,302
46	NH	2,140	ID	2,086	ME	1,694	ME	1,509	MT	2,179	ME	1,776	ME	1,673	ID	2,210
47	MT	1,821	MT	1,956	NH	1,354	NH	1,474	ME	1,642	NH	1,762	NH	1,666	ME	1,776
48	ME	1,671	ME	1,322	ND	1,036	ND	1,127	NH	1,593	ND	1,224	ND	1,148	ND	964
49	ND	1,086	ND	986	VT	912	VT	874	ND	1,154	VT	885	SD	881	SD	872
50	SD	815	VT	809	SD	861	SD	763	SD	858	SD	834	WY	805	VT	862
51	VT	758	SD	798	WY	596	WY	669	VT	800	WY	669	VT	794	WY	771
52	WY	696	WY	573					WY	647	PR		PR		PR	

99 Rate		98 Rate		97 Rate		96 Rate		95 Rate		94 Rate
1282	DC	1243	DC	1431	DC	1837	DC	1840	DC	1449
800.5	AZ	865	AZ	970.4	AZ	926.7	AZ	1158	AZ	1067
723.8	NV	788	NV	788.3	CA	760.6	CA	887.9	CA	980.6
616.7	FL	689	FL	731.5	FL	720.6	FL	785.8	FL	911.5
587.3	NM	619	NM	717.2	MD	711.4	NV	745.4	MD	763
575.8	WA	618.7	CA	708.8	MI	700.5	MD	717.6	NV	759.4
515.2	CA	598.5	MI	668.4	NV	698.3	OR	702	NY	709.3
508.3	MI	594.3	TN	628.6	TN	647.1	HI	690.7	OR	705.2
496.2	GA	556.6	LA	606	LA	631.6	TN	648.5	MA	701
492	MD	594.4	MD	602	GA	628.5	MI	645.5	NJ	660
488.7	LA	541.6	GA	595.4	HI	604.5	NJ	631.6	MI	656.1
467	OR	526	OR	594.5	NM	582.2	GA	608.4	CT	615.8
460.5	TN	517.4	WA	567.8	NJ	581.3	MA	604.5	LA	607.6
459.2	TX	489.1	HI	544.9	TX	548.6	LA	598.4	TX	602.6
434.2	HI	468.9	TX	523.3	OR	531	NY	565.7	IL	563.5
429.7	MO	449.8	NJ	511.2	MA	528.2	TX	560.4	TN	560.3
429.4	IL	439.5	DE	507.9	WA	522.2	WA	554	GA	557.2
420.3	NJ	433.6	MO	490.9	NY	494.4	CT	540.2	HI	541.4
415	MA	429.5	MA	481.4	AK	492.9	IL	523	AK	540.4
411.1	DE	428.2	IL	465.9	IL	490.2	AK	521	RI	519.9
406.9	AK	424.6	AK	457.1	CT	489.4	NM	513.2	MO	512.3
403.6	SC	415.7	CT	444.7	OK	482.9	OK	496.4	NM	504.8
393.2	OK	405.3	UT	444.1	RI	464.3	MO	473.3	WA	500.5
371.7	CO	405.1	OK	441.5	MO	447.7	IN	465.7	OK	474.6
364.8	CT	388.1	NY	439.4	DE	434.2	RI	440.8	PA	449.3
361.3	RI	387.6	IN	428	UT	428.6	OH	414.9	IN	434.8
348.2	OH	383.8	RI	425	SC	428.5	DE	414.2	OH	427.1
346.6	NY	375.1	SC	419	IN	424.9	PA	412.7	DE	417.1
341.4	UT	366.7	CO	413.7	PA	412.2	UT	389.1	MS	405
334.3	IN	359.2	OH	406	OH	407.5	CO	387.5	CO	392.9
327.1	PA	355.5	MN	381.3	CO	397.8	SC	385.4	NE	384.2
326.5	NE	348	PA	367.8	MN	384.8	WI	363.6	WI	360.5
320.2	AL	341.7	AL	356.7	AL	365.8	MS	360.5	SC	359.8
300.5	MS	338.7	MS	341.6	MS	350.8	NE	351.4	AL	331.8
278	NC	326.2	NE	334.4	WI	345.9	AL	346.6	KS	328.2
263.2	MN	325.2	NC	329.2	NE	341.6	MN	341.5	AR	315
261.2	AR	283.2	AR	314.6	NC	335.5	AR	325.4	MN	314.3
261.2	WI	272	WI	302.5	AR	312.9	KS	323.5	NC	301.9
244.2	VA	270.3	VA	280.5	VA	278.8	NC	310.6	UT	298.2
227.9	MT	228.9	KS	250.1	KY	261.1	MT	308	MT	286.2
217.9	KS	227.8	KY	248.1	MT	255.7	VA	292.6	VA	279.1
214.7	KY	217.8	MT	247.9	KS	248.4	KY	259.1	KY	223.6
208.2	IA	208.7	IA	234.3	IA	191.1	ID	242	NH	202.5
179	WV	187.2	ID	200.7	ND	190.1	IA	222.8	ID	195.1
163.4	ID	185.7	WV	181	ID	187.5	ND	179.1	IA	180.1
153.2	ND	176.6	ND	180	WV	176.9	WY	167.7	WV	179.7
151.6	VT	147.9	VT	135.8	NH	151.6	WV	166.3	WY	162
135.2	WY	139.1	NH	135.8	VT	150.3	NH	145.1	ND	151.1
124.2	NH	124.4	WY	134.8	ME	142.9	VT	135.7	VT	148.6
117.5	ME	121.3	ME	132.2	WY	139.1	ME	134.8	ME	143.2
112.7	SD	103.4	SD	116.3	SD	113.9	SD	120.9	SD	120.9